



Commonwealth of Kentucky  
**Transportation Cabinet**  
Frankfort, Kentucky 40622

James C. Codell, III  
Secretary of Transportation

Paul E. Patton  
Governor

Clifford C. Linkes, P.E.  
Deputy Secretary

May 16, 2003

PCN 03-0333  
CHANGE # 1

Subject: Campbell County, IM 471-4 (31) 4  
Letting May 23, 2003

Listed below are the enclosed changes on the subject project:

- (1) Revised - Part I - Scope of Work - Added section h
- (2) Addition - Proposal Addendum

Your bid must be based upon the above-mentioned changes, and these changes are to be made a part of the bid proposal, which you submit to the Kentucky Department of Highways.

Specimen proposals may not be used for bidding purposes.

If you have any questions, please contact us at (502) 564-3500.

Sincerely,

Rick Stansel  
Director  
Division of Contract Procurement

Enclosures  
RS:ks



KENTUCKY TRANSPORTATION CABINET  
"PROVIDE A SAFE, EFFICIENT, ENVIRONMENTALLY SOUND, AND FISCALLY RESPONSIBLE TRANSPORTATION SYSTEM  
WHICH PROMOTES ECONOMIC GROWTH AND ENHANCES THE QUALITY OF LIFE IN KENTUCKY."  
"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

PART I

SCOPE OF WORK

1. Project Detail
  - a. See Bridge Plans
  - b. Sketch Attached
  - c. Special Notes Applicable to Project Attached
  - d. Supplemental Specifications Attached
  - e. Special Notes for Cleaning & Painting, Expansion Joint Replacement and Joint Reseal Attached
  - f. Special Note for Utility Clearance Attached
  - g. Special Note for Variable Message Signs (4-18-2001) Attached
  - h. Proposal Addendum Attached

Addendums for Proposal 17 - PCN 03-0333

**1**

The Description on Page 2 should be changed

**From:**

“Description:

One Tied Arch span (Span No. 8) 760 ft.

Seven plate girder approach spans (Spans 1, 2, 3, 4, 5, 6, and 7) 928 ft.

Estimated structural steel surface area – not for bidding- 798,000 ft<sup>2</sup>.”

**To:**

“Description:

One Tied Arch span (Span No. 8) 760 ft.

Seven plate girder approach spans (Spans 1, 2, 3, 4, 5, 6, and 7) 928 ft.

Estimated structural steel surface area – not for bidding- 700,000 ft<sup>2</sup>.”

**2**

The 7<sup>th</sup> paragraph on Page 12 should be changed

**From:**

“For the purpose of joint reseal, the contractor will be allowed to close two North-bound lanes (Ohio-bound) from 9:00 AM until 3:00 AM and two South-bound (Kentucky-bound) lanes from 6:00 PM until 3:00 PM local time Monday through Friday, or as directed by the Engineer.”

**To:**

“For the purpose of joint reseal, the contractor will be allowed to close two North-bound lanes (Ohio-bound) from 9:00 AM until 6:00 AM and two South-bound (Kentucky-bound) lanes from 6:00 PM until 3:00 PM local time Monday through Friday, or as directed by the Engineer.”

**3**

The following statement should be added to the **SPECIAL NOTE FOR JOINT RE-SEAL** on Page 12.

“Any lane closure on mainline I-471, northbound or southbound, extending outside of the time period specified above will be assessed a rental charge of \$1,500.00 per hour per lane.”

**4**

The following statement should be added to the **GENERAL TRAFFIC NOTES FOR CONTROLLING AND MAINTAINING TRAFFIC** beginning on Page 22. The addition may be at the end of the NOTES on Page 23.

“Any lane closure on mainline I-471, northbound or southbound, extending outside of the time period specified above will be assessed a rental charge of \$1,500.00 per hour per lane.”

5

Contrary to the traffic control detail on sheet 7 of the ODOT plans for joint replacement, a standard right lane closure shall be used on US 50 EB instead of the detailed left lane closure. The blank overlay panel shall be placed over the right arrow on the overhead signage instead of the left arrow in both locations. Additionally, the right lane closure taper shall begin and the lane shall be fully closed prior to the ramp to I-471 SB. The Project Engineer must approve the contractors layout for this traffic control setup.

6

Contrary to Sheet 3 of the ODOT plans for joint replacement, a Temporary Impact Attenuator must be installed at the leading end of the PCB as detailed on sheet 8. The lump sum bid for **"Ohio Department of Highways Project Joint Replacement"** will include furnishing, installation, and relocation of the Temporary Impact Attenuator. The contractor must have provisions for immediate replacement of the Temporary Impact Attenuator if it is damaged. Contrary to the Kentucky Standard Specifications for Road and Bridge Construction, the above lump sum bid item shall be full compensation for all necessary items including traffic control required to perform all phases of this work. This shall include, but not be limited to placement, resetting and removal of temporary concrete barrier wall (PCB) and all temporary striping. When temporary striping is in place, all existing striping in conflict must be removed or covered. The PCB will be supplied by the Department. The PCB is stored at Exit 8 on I-275 in Boone County. The contractor shall be responsible for obtaining, delivering to job site, resetting as necessary, and returning the PCB to original location.

7

For the purpose of clarification, in this contract "structural steel" does not include the interior of the arches. Interior of arches will not be cleaned or painted.